

INFORMATION REPORT

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SUPPLEMENT TO
REPORT NO.

1. Merchant Marine Commission

This organization directs and supervises all shipping agencies and their branches. Those branches which fall under the Administration Operative Handling Section (A.O.H.) of the Commission are:

a. Yugoslavenska Linijska Plovidba (Yugoslav Shipping Line):

Also known as Jugolinija, this is the most important shipping agency in the country. All shipping lines and passenger service, outside of the Adriatic, are handled by this agency. Several capable men who worked with private Yugoslav lines before the war work there now.

b. Hadranska Linkjska Plovidba (Adriatic Shipping Line):

Commonly known as Jadrolinija, this is the second largest shipping line in Yugoslavia, and is responsible for passenger and mail service between the mainland and island ports. A large number of Adriatic Shipping Line clerks who worked with the line before the war have returned to their former positions.

c. Jadranska Slobodna Plovidba (Free Adriatic Shipping Line):

Also known as Jadroplov, this shipping line has the responsibility of handling goods inside Yugoslav ports and all cargo transport on the Adriatic Sea. Before the break with the Cominform, branches of this agency handled movement of goods between Yugoslavia and Albania. Most of the vessels are wooden sailing boats and big cargo ships of no particular class, such as the TARA, TUZLA and PROZOR. The agency is not well-organized because of the scarcity of trained workers. It is often called the "Gipsy Line" because of the varied type of ships and personnel.

d. Jadranska Pomorska Agencija (Adriatic Naval Agency):

This agency, also known as Jadroagent, engages in small-scale shipping

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for domestic and foreign ships. It has branches and offices all along the Adriatic coast. Most of its offices are headed by former ship's masters.

g. Ship Supply:

There is a government agency whose task is to supply ships with food, equipment, deck material, machines, room supplies and coal. In all of the larger Yugoslav ports it has branches and warehouses where stocks are kept to meet ship needs. Bunkering with naphtha is done by Jugonaftha, an agency which has a monopoly in Yugoslavia for handling all oil fuel.

f. Jugoslovenska Pomorska Agencija (Yugoslav Naval Agency):

Also known as Jugoagent, this is the only agency under A.O.H. that does not have its office in Rijeka but in Belgrade. It has the monopoly of leasing ships from domestic and foreign lines for Yugoslav export and import use. It determines the shipping rates for all domestic and foreign shipping, and is well-organized. A number of former ship's masters and clerks with pre-war shipping experience work there. Until the break with the Cominform, Jugoagent had branches in Prague, Budapest and Durrës. These branches are now all closed, but a new branch is planned for Vienna.

g. The last branch in this group is a small shipyard in Pirano for building wooden boats. Because the shipyard is in the Free Territory of Trieste, it is managed by the General Director of the Merchant Marine.

2. Direkcija Luka Sjevernog Jadrana (Dirluka Sjev. Jadrana):

This is the North Adriatic Port Authority with headquarters in Rijeka. The most recent organization operating in Yugoslav ports, it is responsible for all port trade regulations, as well as regulations governing workers, warehouses, workers insurance, janitor staff, navigational and commercial matters in the ports. There are three territorial port authorities, each of which is responsible for its own area and reports directly to the Merchant Marine Ministry.

a. North Adriatic:

Controls Rijeka and the Yugoslav coast from Trieste to Zadar, including all the islands in that area.

b. Direkcija Luka Srednjeg Jadrana (Dirluka Sred. Jadrana):

Middle Adriatic Port Authority with headquarters at Split. Has control of all ports from Zadar to Ploče.

c. Direkcija Luka Jznog Jadrana (Dirluka Jznog Jadrana):

South Adriatic Port Authority with headquarters at Dubrovnik. This office has control of all ports from Ploče to the Yugoslav-Albanian border.

3. Generalna Direkcija Tehnickih Preduzeća, Sjedište Split:

The Technical Agencies' Directorate, with headquarters in Split, is the youngest organization under the Merchant Marine Ministry. This organization has control over all agencies engaged in port construction, ship repair and salvage, towing at sea, and assistance to ships in distress.

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a. Pomorska Gradjevno Poduzece (Pomgrad):

The Naval Construction Agency, with headquarters at Split, has branches in all ports where ship repair and reconstruction of ships and docks is in progress. In spite of the scarcity of technical equipment and material, it has been successful in rebuilding Yugoslav ports, especially the port of Rijeka.

b. Preduzece za Tegljenje i Spasavanje brodova (Brodospas):

An agency for towing and salvaging ships, it has done a great deal of work on ships which were sunk during the war. The managers are not capable, but there are several men on the staff who have worked hard and accomplished a great deal. Currently, the agency is endeavoring to salvage the PRIJESTOLONASLIJEDNIKA PETRA which was sunk near the Island of Zlarin, and is lying 56 meters below the surface. Work is also progressing on the BEOGRAD and MARELANCO which were sunk in the Port of Zadar.

c. Remontna baza Ministarstva Pomorstva:

An agency engaged in the repair and reconditioning of naval bases, it is in the process of organization. It has its headquarters in Kastel Bay, between the Adria Portland cement factory and the Dalmatine cement factory in Kastel Sucurac (freight harbor at Split). All of the important shipyards in Yugoslavia are under the control of the Ministry of People's Defense. The Merchant Marine Ministry would like to remain an independent unit and, for this reason, this new base is planned. There is doubt whether the base will be completed very soon because of the scarcity of experts and essential material, including equipment and machinery which must come from abroad.

d. Jugoslavenski Register:

This office, the Yugoslav Register, intends to replace foreign companies such as Lloyd's Register of Shipping, Bureau Veritas, and other companies of that type. Because of the scarcity of experts, it is doubted whether it will be in operation in the near future.

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